Amendment to the Claims

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims

CLAIM 1 (currently amended) A method for providing added security to an air vehicle during flight, said method comprising the steps of:

(a)   providing predefined flight path information for an air vehicle for a specific air flight; wherein the predefined flight path information is stored in an onboard system of the air vehicle;

(b)   automatically detecting a change in the predefined flight path based on a change in flight trajectory of the air vehicle;

(c)   automatically requesting a response by the onboard system from an individual located in the air vehicle where the change in the predefined flight path exceeds a predefined threshold;

(d)   automatically directing the air vehicle to a predetermined safety flight path ~~in connection with~~ by an automatic pilot system of the air vehicle when a proper override response is not received from the individual located in the air vehicle; wherein said predetermined safety flight path being different than said predefined flight path; wherein said predetermined safety flight path is programmed within the onboard system at the time of take off of the air vehicle;

wherein the air vehicle is automatically directed to the predetermined safety flight path without receiving a signal from a location remote to the air vehicle.

CLAIM 2 (cancelled)

CLAIM 3 (new) The method of claim 1 further comprising the step of providing a predefined proper override response in the onboard system prior to take off.

CLAIM 4 (new) The method of claim 3 wherein said predefined proper override response corresponds to authorized biometric information of the individual.

CLAIM 5 (canceled)

CLAIM 6 (new) The method of claim 1 further comprising the step of providing a predefined proper response in the onboard system prior to take off.

CLAIM 7 (currently amended) An self-contained onboard system located on an air vehicle for providing added security for the air vehicle, said system comprising:

a database having a predefined flight path for a vehicle and a predefined proper override response stored therein, said database located within the air vehicle;

onboard means for automatically detecting a change in the predefined flight path based on a change in flight trajectory of the air vehicle;

onboard means for automatically requesting a response from an individual located in the air vehicle where the change in the predefined flight path exceeds a predefined threshold;

onboard means for inputting responses in response provided in view of to a request from said onboard means for automatically requesting; and

onboard means for automatically instructing an automatic pilot system of the air vehicle to automatically direct the air vehicle to a predetermined safety flight path when a response matching the stored predefined proper override response is not received from the individual located in the air vehicle; wherein said predetermined safety flight path being different than said predefined flight path;

wherein said predetermined safety flight path is stored within said automatic pilot system prior to take off of the air vehicle;

wherein said onboard means for automatically instructing communicates with said automatic pilot system without receiving a signal from a location remote to the air vehicle.

CLAIM 8 (new) The onboard system of claim 7 wherein said means for inputting is a biometric reader.

CLAIM 9 (new) The onboard system of claim 8 wherein said biometric reader is a fingerprint sensor.

CLAIM 10 (new) The onboard system of claim 7 wherein the predefined proper override response is a sequence of inputs based on one or more biometric information specific to the individual.

CLAIM 11 (new) The onboard system of claim 7 further comprising an illumination member in communication with said means for inputting responses.

CLAIM 12 (new) The onboard system of claim 11 wherein said illumination member is energized each time a response is inputted by said means for inputting responses.

CLAIM 13 (new) The onboard system of claim 11 wherein said illumination member is energized each time an improper response is inputted by said means for inputting responses.

CLAIM 14 (new) The onboard system of claim 11 wherein said illumination member is energized each time a proper response is inputted by said means for inputting responses.

CLAIM 15 (new) The onboard system of claim 11 wherein said illumination member is a L.E.D. light assembly.

CLAIM 16 (currently amended) The system of claim 7 wherein said predetermined safety flight path is information stored onboard, prior to take-off, regarding a predefined universal safe air space for use by traveling air vehicles traveling in the air and is determined independent of a current location of the air vehicle at the time the automatic pilot system is automatically instructed to direct the air vehicle to the predetermined safety flight path.

CLAIM 17 (currently amended) An onboard system located on an air vehicle for providing added security for the air vehicle, said system comprising:

a biometric reader located within ~~on~~ an air vehicle;

a PC controller located within ~~on~~ the air vehicle and in communication with said biometric reader, said PC controller storing authorized biometric information and predefined coordinate information for a safe flight path <u>prior to take off the air vehicle</u>, said PC controller in communication with an existing computer of the air vehicle, wherein the existing computer is in communication with or includes an automatic pilot system of the air vehicle; and

a database located on the air vehicle and having a predefined flight path for at least one future trip for the air vehicle, wherein said PC controller is in communication with said database or is included as part of said PC controller;

wherein when a change in flight trajectory of the air vehicle causes a change in the predefined flight path to exceed a predefined threshold <u>that</u> is automatically detected by said PC controller, said PC controller automatically requests an <u>onboard</u> response corresponding to stored authorized biometric information; wherein in the event no <u>onboard</u> response is timely received or an improper response is received through the biometric reader, said PC controller automatically instructs the existing air vehicle computer to activate the automatic pilot system to direct the air vehicle coordinates <u>to those</u> correspond~~ing~~ to the safe flight path <u>and without receiving a signal from a location remote to the air vehicle</u>.

CLAIM 18 (new) The system of claim 17 further comprising a means for providing a visual indicator when a response is inputted through said biometric reader; said means for providing in

communication with said PC controller.

CLAIM 19 (new) The system of claim 17 wherein said PC controller is in communication with said existing computer of the air vehicle through an interface.

CLAIM 20 (new) The system of claim 17 wherein said PC controller is a single board computer or an embedded system.

CLAIM 21 (currently amended) The system of claim 17 wherein said safe flight path is a~~ ~~information stored prior to take off regarding a predefined universal air space for use by traveling air vehicles ~~traveling in the air~~ and is determined independent of a current location of the air vehicle at the time the air vehicle computer is automatically instructed by the PC controller to direct the air vehicle to the safe flight path.

CLAIM 22 (currently amended) A method for creating a safe flight path for an air vehicle~~s~~ prior to take off of the air vehicle for use by the air vehicle under certain conditions, said method comprising the steps of:

(a) designating predefined air space as a universal safe flight path for an air vehicle~~s~~ traveling in the air;

(b) storing information regarding the universal safe flight path within a navigational system of the air vehicle at the time of take off; and

(c) directing the ~~an~~ air vehicle to the universal safe flight path under certain conditions;

wherein the predefined air space is designated prior to take off of the air vehicle and is a different flight path then an original departure/arrival flight path planned for the air vehicle.

CLAIM 23 (cancelled).

CLAIM 24 (currently amended) The method of claim 22 wherein the predefined air space is designated independent of a then current ~~an immediate~~ location of the air vehicle just prior to directing the

air vehicle.

CLAIM 25 (new) A self-contained onboard system located on an air vehicle for providing added security for the air vehicle, said system comprising:

a database having a predefined flight path for a vehicle and a predefined proper override response stored therein, said database located within the air vehicle;

onboard means for automatically detecting a change in the predefined flight path based on a change in flight trajectory of the air vehicle;

onboard means for automatically instructing an automatic pilot system of the air vehicle to automatically direct the air vehicle to a predetermined safety flight path where the change in the predefined flight path exceeds a predefined threshold;

onboard means for automatically requesting a response from an individual located in the air vehicle to override the instruction to automatically direct the air vehicle to the predetermined safety flight path; and

onboard means for inputting responses provided in view of a request from said onboard means for automatically requesting;

wherein when a response matching the stored predefined proper override response is received from the individual located in the air vehicle said automatically instructing is deactivated to permit the air vehicle to be operated under normal conditions;

wherein said predetermined safety flight path being different than said predefined flight path;

wherein said predetermined safety flight path is stored within said automatic pilot system prior to take off of the air vehicle;

wherein said onboard means for automatically instructing communicates with said automatic pilot system without receiving a signal from a location remote to the air vehicle.